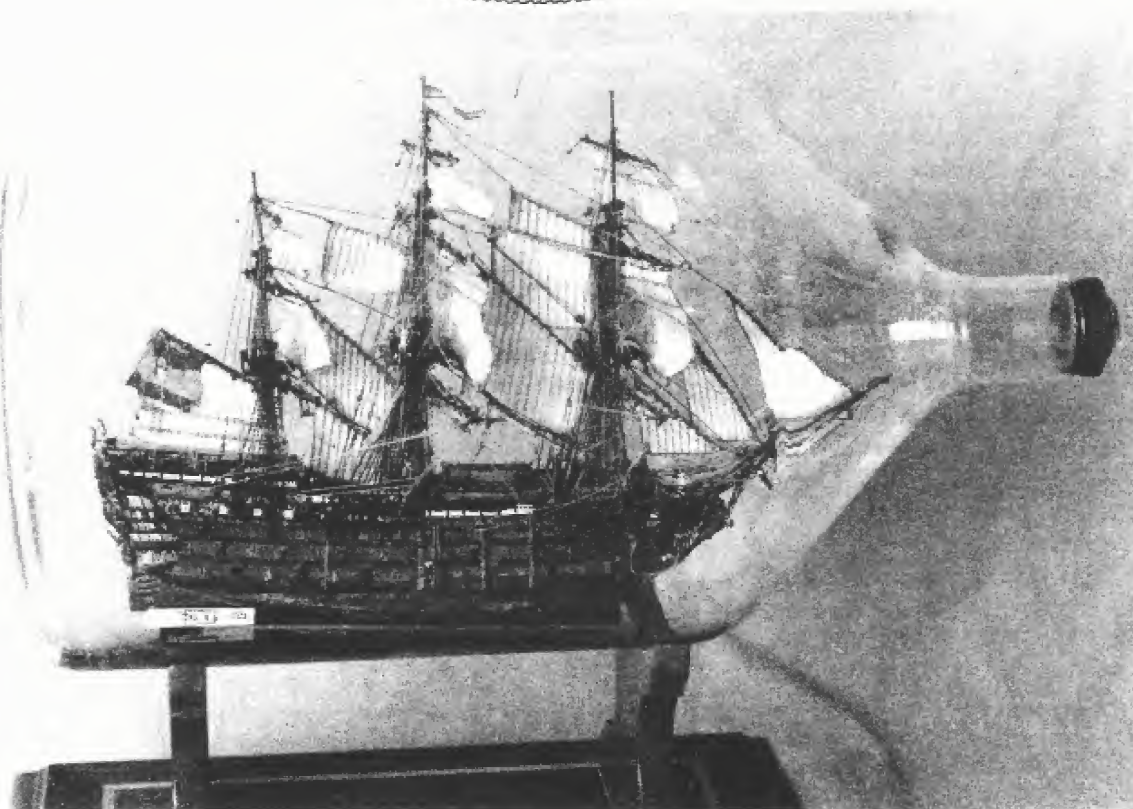




1999-3



" REAL CARLOS "

Built by Juan Rodriguez del Barrio of Madrid Spain over a period of 21 months and put into the bottle in 32 pieces. Bottle diameter 18cm length 34cm. Neck I.D. 28cm. Del will be taking it to the Naviga exposition in Barcelona United Salon Nautico internacional.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman - **DON HUBBARD**, P.O. Box 180550, Coronado, CA. 92178 U.S.A. **ANNUAL DUES ARE \$20.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via first Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to **DON HUBBARD** at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in **THE BOTTLE SHIPWRIGHT** should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of **THE BOTTLE SHIPWRIGHT**. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

DEADLINE for submission is the second month of each quarter.



BACK ISSUES of The Bottle Shipwright are available from **SAUL BOBROFF**, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from **RAY HANDWERKER**, 5075 FREEPORT DR. SPRING HILL, FL. 34606 Please send check or money order payable to **RAY HANDWERKER**. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

HATS & T-SHIRTS are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in small, Medium, Large for \$15.00 each. Extra large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Only **PAYABLE TO: Raymond Handwerker** at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add \$2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 17 Number 3

Association Officers

JACK HINKLEY.....President
FRANK SKURKA.....Vice-President
DON HUBBARD.....Membership/Treasurer
RAY HANDWERKER.....Editor
SAUL BOBROFF.....Back Issues
RAY HANDWERKER.....Decals/Patches

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: Real Carlos
by Juan Rodriguez del Barrio
of Madrid Spain.

BACK COVER: Joe Barr and Jack
Youngblut displaying some
of their works.

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THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

It is necessary to inform you the members of our association that the proposed conference at Mystic , Connecticut in the year 2000 has been abandoned for a number of reasons. Frank Skurka must be commended for his efforts in attempting to set up a conference.

Another great opportunity for bottleship builders has opened up. For years bottleship ships were not accepted in the prestigious scale model ship competitions at the Mariners Museum in Newport News, Virginia. The museum is planning a competition in the year 2000 and bottleships will finally be accepted. I corresponded with the museum and their reply is printed in this issue. Each member will be receiving a notice of the event which contains an entry application. I hope that members will take advantage of this opportunity to compete.

(Editors note) I have included a copy of the application in this issue along with a copy of the Museum's application to become a member of the museum.

HIT THE BOTTLE

Jack 1.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



So the Mystic Conference is history. I would liked to have returned to the museum at least once more, as both Nancy and I enjoyed passed visits. But I'am not completely surprised. My hat is off to Frank Skurka, Herb Manley and Ralph Preston for their efforts in trying to put it together.

I will withhold judgment on the Mariners Museum in Newport News Virginia, but I will do anything I can to help.

Once again I'am having problems with input. I need your photos, tips,hints,articles, to keep this journal alive.

So please send it in.

And please , look at the address label on the envelope that the Bottle Shipwright comes in. IF it is stamped in red," DUES ARE DUE WITH THIS ISSUE " it means it. I see no valid reason to have to spend some of our limited finances on postage or reminder post cards.

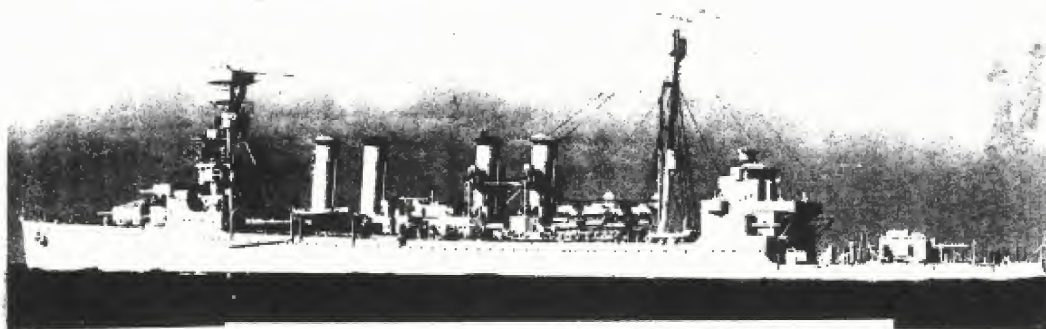
Now- Lets refill those bottles.

WELCOME ABOARD NEW MMBERS.

Richard Anderssen, 7 Arbor Dr. Brick, New Jersey. 08724.
Harrison T. Brownell, 1248 Inglewood Ave. St. Helena, California, 94574.
Terry Butler, 145 W.Wanola Ave. Kingsport, Tennessee, 37660-3733.
Martin W. Duffy, 15680 Rose La. Westminster, California, 92683.
Wiley B. Epperson, 119 Cedargrove La. Ft. Oglethorpe, Georgia, 30742.
Christopher Fuller, P.O.Box 2166, Nantucket, Massachusetts, 02584.
Marty Maciejewski, 3828 W. Desert Cove Rd. Phoenix, Arizona, 85029-4022.
Andrew Manison, 1980 Mount Vernon Rd. Dunwoods, Georgia, 30338.
Steven W. Moseley, 222 Senator Pl. #35 Cincinnati, Ohio, 45220.
Robert "Bob" O'neil, 20 Forest Rd. Welland, Ontario, Canada, L3C 3K6.
Alan Peters, P.O.Box 136. Rescue, California, 95672-0136.
Andres A. Serrano, Caracas, Venezuela . U.S.Mail A.Serrano CCS4320
P.O.Box 025323 , Miami, Florida. 33102-5323.
Roy N. Smith, 7733 Telegraph Rd. #40, Severn, Maryland, 21144.
Tony Stietzel, 309 Cold Water Tavern Rd. East Nassau, New York, 12062.

ADDRESS CHANGES.

Peter J. Aird, RR # 1 , Alliston, Ontario, Canada, L9R 1V1
Ben H. Koush, 615 Kipling # 12, HOUSTON, Texas, 77006.
Robert L. Boggs Jr., 6408 Red Cedar Rd. Wilmington, North Carolina, 28411.
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



28' WHALEBOAT

Purpose	Training
Capacity	32 persons including crew
Crew	14 men
Length overall	27' 11½"
Beam	7' 8¾" maximum
Full load displacement	8,120 lbs
Hoisting weight	5,150 lbs (including 14 crew)
Hoisted by	Sling or davits
Construction	Round bottom, wood frame, carved planked

Speed

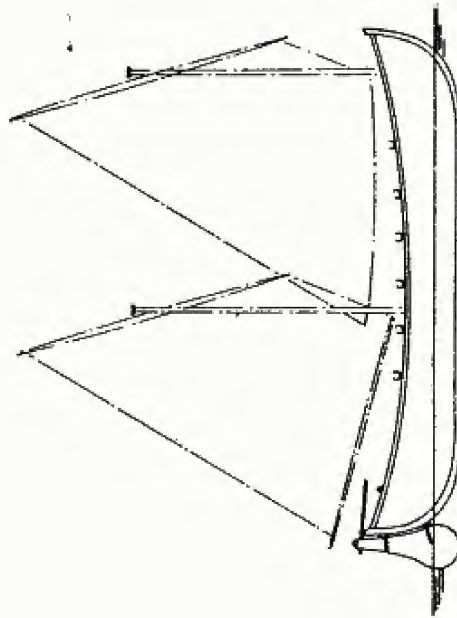
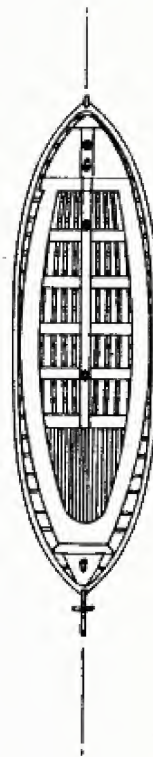
Fuel capacity.....

Range.....

NavShips Drawing No. 39952

Stock No..... S'N S9-W-31421-1155

Engine details..... Propelled by oars or sails



Like the Marines
Don Hubbard is looking for a few good men (or women)!

I have been on this job now since 1979 when I was the North American correspondent for the Ships-In-Bottles Association of France. We formed the Ships-In-Bottles Association of America in 1983, just after the First International Ships-In-Bottles Exposition (August 1 to September 30, 1982) at the San Diego Maritime Museum. I was editor of Bottle Shipwright for three years after that, and inherited my current jobs sometime a few years later. Somewhere along the line I listed the Association in the Encyclopedia of Associations and in the World Almanac, which has been a great help in getting new recruits to join. For the same reason I have been trying to get October 14th (Jack Hinkley's birthday) designated as Ship-In-Bottle Day nationwide. I have become the basic E-mail contact for our organization and, as many of you know, I keep up a lively traffic with those who contact me on line. Now I figure that after twenty years I would like a little help, and so I am looking for a volunteer to become Treasurer and another to become Membership Chairman. Some computer knowledge would be helpful, especially with the Membership job, which requires a data base and printer to run off the labels. Soooooooo, if you are so inclined, please contact me. You can use my 800 number, E-mail or regular post.

Toll free: 800/804 0438

E-mail: hubbarddon@aol.com

Snail mail: P.O. Box 180550, Coronado, CA 92178

OPEN LETTER TO THE MEMBERSHIP.

Dear Fellow Ship Bottlers:

By a unique set of circumstances, I was asked to propose and facilitate a fifth international exhibition and competition at the Mystic Seaport Museum in Mystic, Connecticut, U.S.A. We conducted a poll of the members and selected the most agreeable dates of October 20-21-22 in the year 2000. These dates allowed for the Jewish Holidays and the Nautical Research Guild Conference. The poll results were as follows: of the total membership only 48 replied in the affirmative, 18 preferring a spring meeting and 30 a fall date. Counting a delegation from Europe, (Germany and England), indications were that 80-100 people would attend, bringing 45-60 models.

In May and early June, I made 4 telephone calls to the "Director of Exhibitions and Interpretive Programs" and after playing phone tag with him, I finally connected and was instructed to write him a letter explaining our plan and program. This was done and mailed on June 12, 1999.

Meanwhile, Ralph Preston did yeoman service scouting the area, checking the facilities and talking to many members of the Museum staff.

Herb Manley also helped out by contacting the Convention and Visitors Bureau, who sent me a wealth of information about the area.

The "Director of Exhibitions and Interpretive Programs" never responded to our request, either by mail or by telephone. This situation was discussed with several members of the Board of Directors and our president, and the decision made to cancel the whole project.

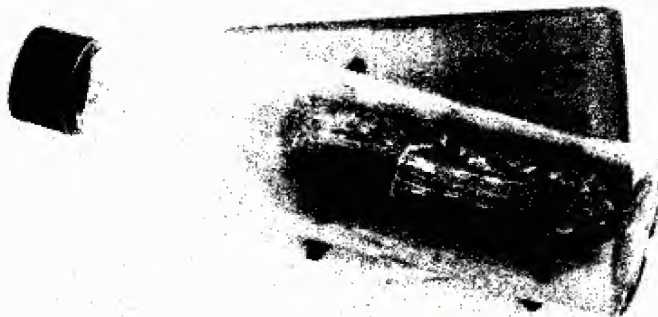
This was done regretfully, because members not only wanted to attend the conference, but visit the area which is a tourist attraction, with Mystic Seaport a center piece.

The factors taken into account in this decision were: The European association is planning a similar event at the same time; the Connecticut Tourist Board advised that 75-85 % of the rooms in the area are already booked for that time; The cost of lodging is expensive because of Y-2K and the impression that the Museum was not interested.

We worked hard on this and my thanks to: Jack Hinkley, Charles Hand, Herb Manley, Ralph Preston and Ray Handwerker for their input and assistance. I'M certain we'll have greater success in the future - at another location.

Francis J. (Frank) Skurka.

On a different note, I received a call from a gentleman named Hal Mather, from Gainesville, Florida. Mr. Mather is a member of the Pirates Flag Modelers Club. He is looking for someone who lives close to Gainesville, who would be willing to do a presentation on building SIB's for his club. Anyone interested can reach him at 904-261-6420.



A top view of the photo that lies. Or is it a giant Zippo from another planet.

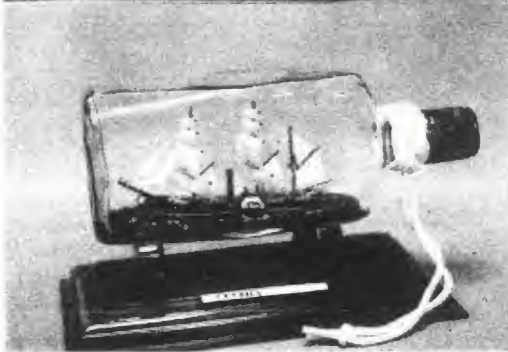
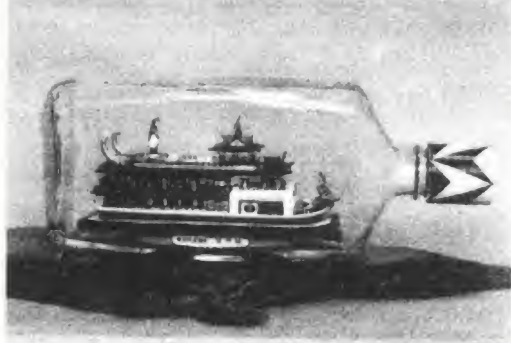
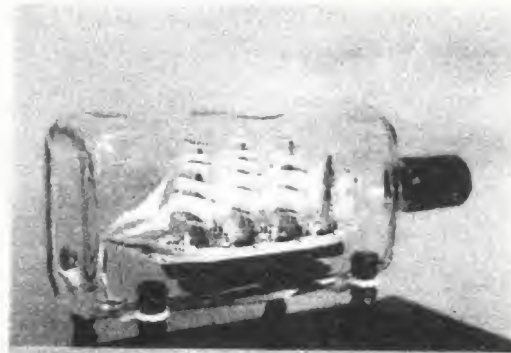
MODELS FROM THE JAPANESE ASSOCIATION

Edited by Juzo Okada

(More examples of the high quality Japanese work - Don Hubbard, Associate Editor)

1. San Juan Bautista - Tsuyoshi Sawahara
2. Hishigaki-Kaisen - Hisashi Adachi
3. Savannah - Seiichi Kawanaka

4. Nippon Maru - Shigeru Fukuhara
5. Ryugen Sen - Tsuyoshi Sawahara
6. Kenminshi sen - Toshio Nakamura



AMERICAN HISTORY.

I am reading a lot of historical books about the US Navy and although my knowledge of English, or American if you wish, is quite sufficient, I still meet words or expressions which I don't understand and I have to look them up somewhere in my library. I am going to test your knowledge about your own naval history and I am curious if you know the answers. The answers will be printed somewhere else in this journal.

Bob de Jongste, the Hague, Netherlands.

1. Who was "Old Bruin" in the U.S. Navy?
2. Do you know what "Abiel Abbot Low" is?
3. The "ALABAMA" was an American Confederate cruiser built by the Laird Company of Birkenhead in 1862. What was the name of her commander?
4. The "ALLIANCE", a frigate of the Continental (US) Navy was built at (where?) and (when?)
5. The "MONITOR" was a low freeboard, shallow draft ship mounting one or two large guns. It was designed for the American Navy in what year and by whom?
6. What is the eldest SIB known in the world and where can we see it?
7. "I flew 3000 miles to smoke your camel!" A beautiful SIB was made by whom and against whom?
8. The Argentines claim the Falkland Islands, which is incorrect, since they were never Spanish. Before they became English they were Dutch. Do you know the Dutch name?
9. What is a "Pusser's medal?"
10. The "SEEADLER" was a German armed cruiser, a square rigged sailing vessel during WW1. They sank many ships but without the loss of one single live. Who was their famous captain?



SPINDRIFT BY F.J. SKURKA

On 16 October, 1998, President Clinton signed legislation creating , " America's National Maritime Museum," designating the South Street Seaport Museum , New York, N.Y. and the Mariner's Museum, Newport News, Virginia, as jointly sharing the title. Sponsored by Senators Moynihan of New York, and Warner of Virginia, the bill was created with some controversy. The staffs of these museums were enthusiastic, citing: Combined " Assets" creating the largest collection of maritime art and artifacts in the United States, the ability to expand public interest and understanding of American Maritime History and to extend the audience of metropolitan Washington - Maryland - Virginia to New York- New Jersey and Southern New England.

Edward H. Able, Executive Director of the American Association of Museums stated, " This alliance is truly new - a very different new- model that other Museums nationwide will be watching." (New York Times).

By sharing exhibits , the Mariners Museum reported a 40% upswing in visitors while South Street claimed a 22% rise.

In the year 2000, they are planning joint elderhostel programs, scholars conferences, new publications, programs and curricula for local and nationwide schools. Also they are linking their collections with a common management system, artifact exchange and internet access and the sharing between both Museums and other institutions, becoming partners through loans, joint funding and programming .

Some organizations and people objected to the designation and the process by which this came about. Sour grapes ? A blessing or another Boon Doggle ? Only time will tell. My View is to wish " A fair wind and a following sea"!

The Xuron Corporation of Saco, Maine produces a complete range of fine pliers and wire cutters. Regarding the cutters, their patented micro-shear "R" blade by-pass , reduces effort and extends tool life because the cutting knives do not meet edge to edge. MSC Industrial Supply Company, 75 Maxess road, Melville, N.Y. 11747-3151, sells the Xuron micro-shear flush cutter for the low price of \$5.38. Also known as a micro-sheers, this 5" long cutter, cuts soft wire up to 20 awg, has a 54-51 Rockwell C Hardness, is fitted with a lifetime warranted light touch return spring and has ergonomically shaped non-slip rubber grips. Weighing only 2 ounces, this tool is great for not only wire but wood strips, dowels and narrow width boards. The price can't be beat. Call 1-800-645-7270.

Small spring clamps with a long reach don't seem to be available through normal sources. I found some good clamps in the local drug store in the women's hair care section. The products of the Newell Company, 600 Westpark drive, Peachtree City, Georgia. 30269, makes both style hair clips. The No. 03395 clip is double pronged, measures 3/8" wide and has a 1 1/4" grip. A pack of 12 costs \$3.29 and is nickel plated . The No. 03697 clip is made of aluminum, is 1/4" wide and has a 2 1/2" grip, slightly curved, it is easily straightened and costs the same.



Panama Liner in a soy sauce btl. The Zippo lighter is actually a 400% photo of the Zippo. Charles Hand sent it in to prove that photos can indeed lie. Thanks Charles, but I already knew that.

AND HERE ARE THE ANSWERS!

1. "Old Bruin" was the nickname of Calbraith Matthew Perry, naval officer and diplomat, who opened Japan to the rest of the world.
2. ABIEL ABBOT LOW, the first small internal-combustion-engined boat to cross the Atlantic under power.
3. The commander of the "ALABAMA" was James Bulloch of the Confederate Navy.
4. The "ALLIANCE" was built at Salisbury, Mass. and launched at 1778.
5. The "MONITOR" was designed by John Ericsson in 1862.
6. The eldest SIB can be found in Lübeck, Germany (1784) in the "Museum für Kunst und Kulturgeschichte der Hansestadt Lübeck".
7. This was an SIB made by George Pinter against Iraq. See The Bottle Shipwright 1991, no.3.
8. The present Falkland Islands were discovered in 1598 by a Dutch captain Sebald de Wert who named them the Sebald Islands.
9. A "Pusser's Medal" is the sailor's name for a foodstain on clothing.
0. The commander was Count Felix von Luckner, who was received with great honours by the American, British and French Governments after WWI.

A POSTCARD AS BACKGROUND!

Living close to the sea, we can buy all kinds of picture postcards. I bought one showing the coast of Scheveningen seen from a trawler. I had a square bottle with sides of about 9 centimeters. I cut the postcard to size, let it lie in water, carefully rolled it up and put it into the bottle. I waited until it dried and then I glued it to the glass. I built a nice trawler of about 10 centimeters length. Very simple job since trawlers do not have complicated rigging. The picture postcard showed part of the surf and I had some difficulty in colouring the putty so that there was no difference in colours between the postcard-sea and the putty-sea. Then I inserted the trawler into the sea. I learned the trick from an old salt, who sold them to tourists. I have not seen the old man for several months, so perhaps he has gone to the eternal fishing grounds. The bottle I made is now somewhere in Argentina. Try it out for yourself, since it opens new possibilities.

Bob de Jongste, The Hague, Netherlands.



BOOKS

BY

Francis J. Skurka

Historic Ship Models.
by Wolfram zu Monfeld

First published in West Germany , in 1985 and then in the United States , in 1989, by Sterling Publishing Co. of New York, N.Y. This soft covered 9½"x7½" book is primarily written for those interested in period ship models. This 352 page book has over 2,500 drawings, diagrams and photographs, all detailed and with precise instructions for construction and information on techniques employed, with historical data to enhance information on the particular subject.

The subject matter covered is so extensive, it is impossible to cover it all within the space allocated in this journal.

The major topics include ;

1. History and research: Requirements, plans, scale, sources of information and various types of models.
2. Materials and tools : Wood, metal, glass, ropes, chemicals, working wood and metal, carving, punching, etching, joining materials, gluing, pins, screws , dowels , soldering , riveting , synthetic resin and metal casting, electro plating, paints , dyes, bleaching, lacquers, and gilding.
3. Hulls: Units of measure and conversions, dimensions, sheer and body plans, frames, building jigs, stem, keel, stern posts, beams, wales, planking, gunports, fenders, decks, rails, bulwarks, stern lights, galleries, heads catheads, gratings, and rudders.
4. Fittings: Channels, chain plates, scuppers, hatches, portholes, skylights, ventilators, ladders, deck furniture, compass, binnacle, steering gear, ship's lights, bells, bitts, fife and pin rails, cleats, knightheads, armament ratings, capstan, windlass, winches, bollards , bitts, fairleads, anchors, pumps, boats, oars, davits and hammock nettings.
5. Exposed machinery: Boilers, engines, funnel , paddle wheels and screws (propellers).
6. Masts and yards: names, masts, yards, positions, proportions, gaffs , booms, bowsprits, studding sail yards and booms, crosstrees, caps and tops.
7. Ropes and blocks: Blocks, ropes, cables, deadeyes, hearts, fiddle blocks, belaying pins, cleats, thimbles, euphroes, rigging screws, and knots.
8. Sails: Sail locations, names, colors, sewing, bolt ropes, bonnets, types, reefs, bending and setting of sails .
9. Standing rigging: Sizes, gammoning, bumpkin shrouds, outrigger guys, bobstay and bowsprit shrouds, headstay, loading gear, burtons, shrouds , backstays and jibboom rigging .
10. Running rigging: Sizes, lifts, parrals, braces, height of yards, sheets, tacks, clews, leech and bunt lines, reef tackles, bowlines, gaff sails, staysails, studding sails, furled sails, lateen sails, slings and yards without sails.
11. Flags with color charts: Banners, ensigns, pennants, standards ; royal, battle, state and trade flags.
12. Appendices: Lists ship model museums in the United States and Europe and has 15 pages of a nautical glossary in English, Italian, German, French and Spanish.

It is obvious that this book is a treasure trove of information about ship models and model building.

BOOKS. Historic Ship Models (continued)

The price is relatively cheap. Edward R Hamilton, Bookseller , Falls Village, Ct. 06031-5000. , ran a sale and sold this book for \$ 15.36 plus \$ 3.00 shipping.

If they're out of stock, The ship Builders Shop, B.O.Box 128 , Cedarburg , WI. 53012 (Phone 414-377-7888) sells it for \$ 21.95 Plus \$ 4.75 for shipping.

This belongs in every modeler's library, whether beginner or expert and whether you have hours or years to spend on your choice of a model.

THEY THAT GO DOWN TO THE SEA IN SHIPS.



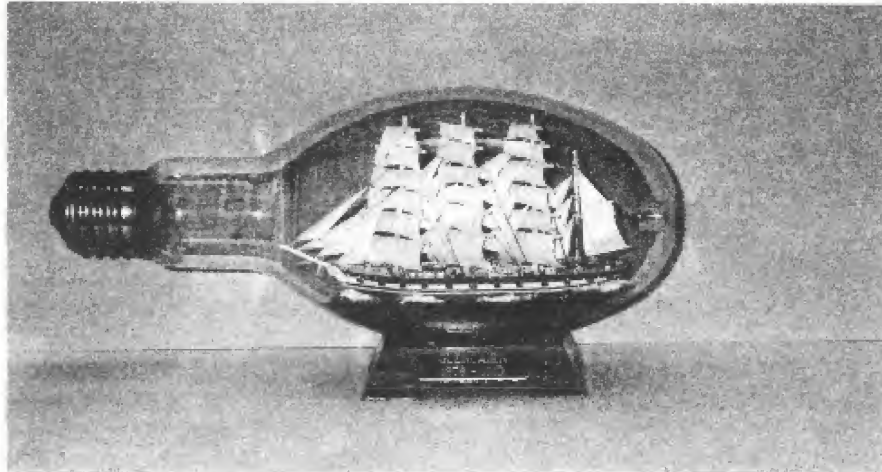
The above work was carved by Jack Youngblut of Kitchener, Ontario, Canada, years ago after he had seen the Statue of the Mariner that Honors the men that lost their lives to the order and the Sea.

Well done Jack and thank you.

Never be afraid to try something new, remember amateurs built the ark.
Professionals built the Titanic

TOM CHALMERS.

On the back cover of issue 99-2 you saw some of the work of Tom Chalmers , of London, Ontario, Canada . Below is another of his beautiful works. The "Glencairn" in a light bulb.



Sadly, these will be the last of his works that you will see. Tom passed away on August 3, 1999. Tom is survived by his wife Margaret and daughter Jean. Edwin Brindle of Brantford, Ontario, Canada notified me, and in his brief letter probably described Tom best from the perspective of one who knew him.

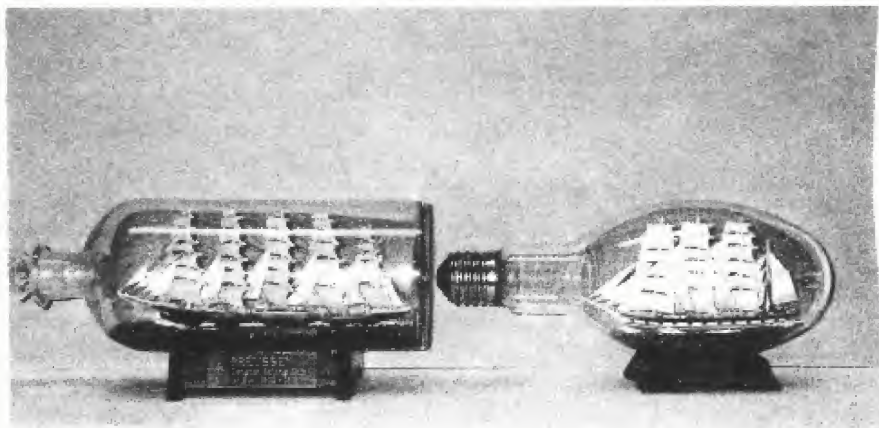
" Tom was a gentle, modest man and would be embarrassed if I praised his skill and talent that approached perfection. The quality of his SIB's speak for themselves. Carofology will miss him.

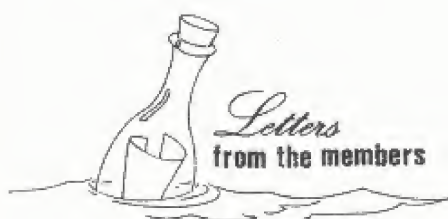
I will miss him."

Edwin Brindle.

We all will miss him.

Below: The Preussen and the Glencairn.





Of the fifteen new members we welcome aboard in this issue, five claim to be novices, three make no mention of experience building SIB's . Harrison Brownell, of St. Helena, Ca., Wiley Epperson ,of Ft. Oglethorpe, Ga. , Marty Maciejewski, of Phoenix, Az., Steven Moseley, of Cincinnati, Oh. and Roy Smith, of Severn, Md. Claim to be novices. Terry Butler, of Kingsport, Tn. , Andrew Manison, of Dunwoods, Ga., and Allen Peters, of Rescue, Ca. I received no notice of experience (but I got them via very short E-Mail messages from Don.). Richard Anderssen, of Brick, New Jersey, has done one, so has Martin Duffy, of Westminster, Ca. But Christopher Fuller, of Nantucket, Ma. has about five to his credit.

Robert O'Neil of Welland, Ont. Canada finished his first in May and now claims to be hooked. (Don'd book didn't warn you that this could be habit forming did it Bob?), Andres Serrano, of Caracas , Venezuela , has three to his credit and is our first member from that country, And last but not least, Tony Stietzel, of East Nassau, N.Y. has been building for about five years and would like to learn more about 1- Segmented Hulls, 2- Putting SIB's in upside down (as in a light bulb), 3- Dioramas. (i Can help him with that). Welcome aboard and remember , this journal is about you, what you do and how you do it. So please send in those photo's of your work, and the hints, tips and articles. Questions, problems ? send them in too. We will try to help.



Edgar (Chip) Fisher sent in the photo of the Nautilus at left. With thanks to Charles Hand for the inspiration.

Sorry Chip I had to crop this one also.

Will send all of them back as soon as I get the copy back from the printer.

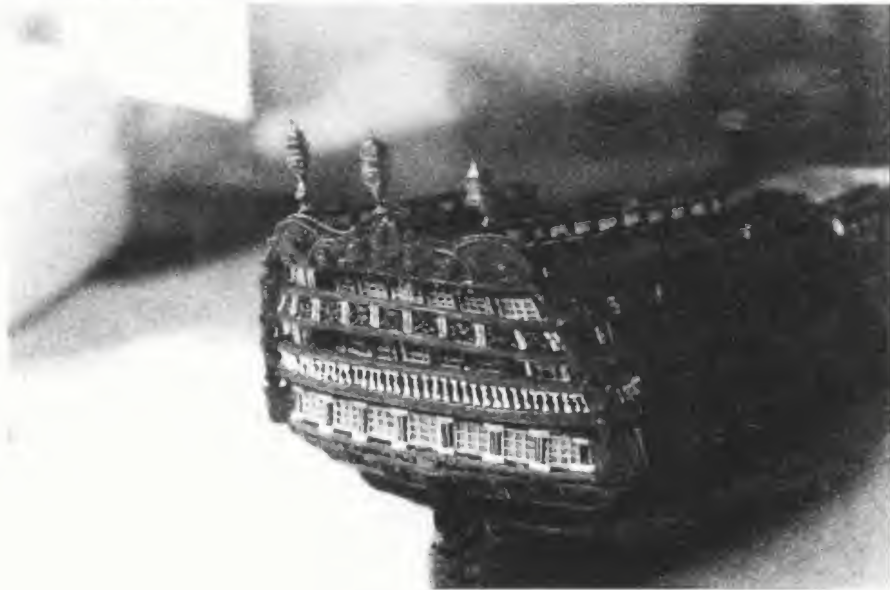
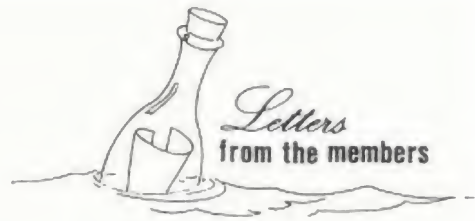
Sorry you are no longer on the internet. Figures, I just got on. Oh well!

Thanks for all the photos.



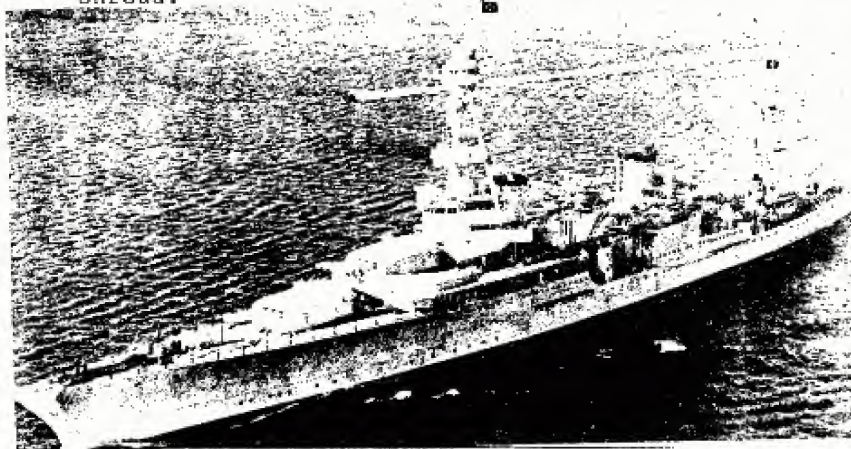
On the cover of this issue is the photo of the " REAL CARLOS " built by Juan Rodríguez del Barrio of Madrid , Spain. the photos below and on the following page are of the work in progress. Thanks del, beautiful work.





MODELERS' LEXICON BY E.J. SKURKA

- BELOW** : Anywhere on board, below the level of the upper deck.
- BEND** : A knot used to join or connect two ropes or objects together; The operation of swinging the oars when rowing. " Bend to your oars " means to take a longer stroke.
- BENDS** : Alternative term for the more exact name-wales, which are thick planks in the side of a wooden vessel at the waterline, where the bottom of the hull turns up to form the sides (turn of the bilge). The beams and knees of the hull are bolted to them . Also, a term used by divers to denote compression sickness, a disease which results from surfacing to quickly from a great depth ; Caisson disease.
- BELTING** : A wood or metal band at the waterline, which act's like a bumper on an automobile to protect the hull. At other locations, these bands are called rub rails or strips.
- BENCH** : A seat in a boat that runs fore and aft (front to back) rather than thwart ships (sideways) . The side to side seat is properly called a thwart .
- BENTICK** : A small triangular sail used in square rigged ships, invented by Captain Bentick R.N. in the early Nineteenth century. In the Royal Navy, Bentick sails gave way to small storm staysails, small sails hung on the stays, used when the wind was too strong to carry regular sails. American's kept these sail much longer and called them trysails or storm trysails.
- BENTICK BOOM** : A boom or spar used to stretch the foot of a foresail. It connected the bottom corners of the square foresail. The boom was connected at its center to the foremast , about which it could pivot. These were widely used by whalers with a reefed foresail as it allowed them to see under the sail when working in ice fields.
- BENTICK SHROUDS** : Extra ropes used to support the masts in heavy weather. Regular shrouds lead from the sides of the mast to the same side of the vessel (on both sides) Benthicks lead from the weather side to the lee side. It is a cross or diagonal shroud.



The heavy cruiser USS Houston (CA-30), flagship of the U.S. Asiatic Fleet, sunk near Sunda Strait, Java, during the early hours of 1 March 1942 by Japanese naval forces. National Archives. 80-G-424743



THE MARINERS' MUSEUM
100 Museum Drive
Newport News, VA 23606-3759

Patty Andresen
Collections Coordinator

(757) 591-7751
(757) 591-7312 FAX
pandresen@mariner.org

August 25, 1999

Jack Hinkley, President
Ships-In-Bottles Association of America
403 Amherst Avenue
Moon Township, PA 15108

Dear Mr. Hinkley:

What a pleasure to hear from you! Yes, ships-in-bottles are allowed to be entered in our scale ship model competition. There has never been a regulation against that, according to our retired ship model curator. As a matter of fact, a man in Germany just entered his ship-in-a-bottle yesterday. The competition is for scale models, however, it is up to the judges to determine whether or not the models are actually to scale. Many ships in bottles are to scale; we have two in our collection here at the Museum.

A question that may arise is related to the requirement for each model to have a case. The bottle will adequately suffice as the model's case.

I am enclosing a couple brochures with entry forms. If you would like to send me a membership roster, I will see that a brochure is mailed to each member. If you prefer to email it, I can be reached at pandresen@mariner.org. Should you have any questions, please don't hesitate to call me at (757) 591-7751.

I'm so glad that you took the time to write so that this misunderstanding is now cleared up. Hope to hear from you soon.

Sincerely,

Patty Andresen
Ship Models

OFFICIAL ENTRY FORM
THE MARINERS' MUSEUM
2000 Scale Ship Model Competition & Exhibition

OFFICE USE ONLY	
Entry/Loan No.	_____
Last Name	_____
Category	_____
Model Received	<input type="checkbox"/> Yes <input type="checkbox"/> No
Notebook Received	<input type="checkbox"/> Yes <input type="checkbox"/> No
Surveyed	<input type="checkbox"/> Yes <input type="checkbox"/> No
Judged	<input type="checkbox"/> Yes <input type="checkbox"/> No

Please print. (Attach additional sheet if more space is needed.)

Name of builder		Occupation	
Full address		Daytime telephone ()	
Name and address of owner (if the model is not owned by the builder)			
Category entered: (circle one)	Division IA IB IC	Division IIA IBR IIC	Division III
For Novice Award: Check only if this is your first <input type="checkbox"/> or second <input type="checkbox"/> ship model			
Name of ship and model		Type of vessel	
Data on actual vessel:	Year built	Place built	Length (keel, w.l., loa, b.p.?)
Data on model:	Year built	Scale	Length of model, uncased
Dimensions of display case:	Length	Width	Height
Source of plans		Kit manufacturer (if applicable)	
List commercial hull, fittings, and/or other parts not made by the builder (omit for Division III)			
List parts custom-made by others to the builder's original pattern or master			
List unusual features of original vessel that might be unfamiliar to judges			
Builder's valuation of model (for insurance purposes)			
When will model be delivered to The Mariners' Museum?		<i>*The final date for delivery of models to the Museum is April 30, 2000. Models will be accepted beginning April 1, 2000, or earlier by special arrangement. Models may be delivered between 9:30 A.M. and 4:00 P.M. Monday through Friday. Call (757) 591-7751 or email to pandresea@mariners.org to make an appointment for weekend delivery.</i>	

I declare that the model described above represents my own work except as stated and that I have read, understand, and agree to all the rules and conditions of entry.

Signature of builder _____ date _____

I have read, understand, and agree to all the rules and conditions of entry.

Signature of owner _____ date _____
(required only if the model is not owned by the builder)

Please complete entry fee information below.

Entry fee enclosed: \$50 for first entry, U.S. funds

Second and third entries \$25 each.

Number of entries	_____	X \$25 = \$ _____	(Museum member—all entries)
Number of entries	_____	X \$50 = \$ _____	(Nonmember—first entry)
Number of entries	_____	X \$25 = \$ _____	(Nonmember—second and third entries)
Total amount enclosed	_____	= \$ _____	(Please send only one payment covering all entries)

☐ Check or money order payable to The Mariners' Museum ☐ VISA ☐ MasterCard ☐ American Express

Credit card number

Exp. date

Signature of cardholder

Return this form and entry fee to: **The Mariners' Museum - 2000 Ship Model Competition,**
 100 Museum Drive, Newport News, Virginia 23606-3759

Museum membership entitles competition entrants to a discount of \$25 on their first entry.

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☐ Yes, I'd like to become a member of The Mariners' Museum.

Name _____

Address _____

City _____

State _____ Zip _____

Telephone _____

Enclosed separately is \$ _____ for my Mariners' Museum membership.

Type of membership _____

Please choose from the membership levels listed at right.

- ☐ Check enclosed
☐ Please charge \$ _____ to my (circle one) MasterCard / Visa / Amer Exp.

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Exp. Date: _____ Signature: _____

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(\$2,500 to \$4,999)
☐ *The Ferguson Society*
(\$1,000 to \$2,000)
☐ *Sponsor* (\$500 to \$999)
☐ *Donor* (\$250 to \$499)
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You may send the above at any time to: Curatorial Dept., The Mariners' Museum,
 100 Museum Drive, Newport News, VA 23606-3759

Notes From The Membership Chairman by Don Hubbard

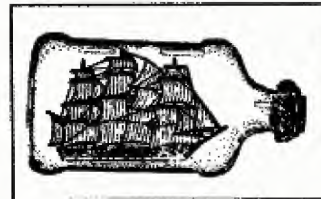
Time flies when you are having fun, so I suppose last summer fell into that category. We move out of our house in Coronado, CA, each summer and rent it to folks from Arizona, who will do anything to get away from the heat. We move across town to my wife, Kay's, house which we kept after we got married, and we have just returned. Kind of a hassle, but it helps us sort out the stuff we never use and keeps the Salvation Army and assorted other charities in business. If I haven't responded to a letter or e-mail of yours, now you know why.

With his dues check I received a great suggestion from **Joe Meehan, Flagstaff, AZ**. He suggested that, where possible, pictures and articles about ships-in-bottles mention the type and size of the bottle used. That makes sense, especially if you are trying to create a model from someone else's plans. Thanks Joe!

Bob de Jongste, our Dutch contact, (**The Hague, Netherlands**) just sent a copy of a letter describing how they introduced about 30 young people, 10 to 15 years old to ship bottling. At a nearby nautical museum a group of older volunteers carved about 50 SIB hulls and also pre-drilled yards and masts. They received a donation of clear glass bottles from a nearby glass factory, and then invited the kids and their fathers for a day of bottling. They began at 10 A.M. and finished about 3:00 P.M. and, "The funny thing was, many of the fathers began making ships-in-bottles too." It was so successful that the children's hospital asked them to do it there with some of their older kids. So if any of you can give it some time, you might try the technique with a small group in your town. The Children's Hospital idea is a winner.

An enthusiastic new lady member named, **Terry Butler, Kingsport, TN** sent along the suggestion that members check out acrylic thread for their models. She tells me it is hugely strong and can be obtained at sewing machine stores where they sell it as "embroidery thread". About \$5.00 per spool. Thanks Terry.

Terry also sent along the two rubber "stamps" that she designed for a company, **Heartfelt Impressions**, 1/800/242 8628. Terry makes some very clever personal note cards using stamps, including harbor scenes, underwater scenes and, of course, ships-in-bottles. In case you are not into "stamps" they are extremely popular with people who want to make personalized cards and notes, and they have become collectors items. Find them at gifts shops or call Heartfelt Impressions for their catalog.



Living in San Diego has its advantages. One of them was the opportunity to see twelve "Tall Ships" majestically cruise into San Diego Bay on July 13. The parade of vessels had stopped at various ports along the coast to celebrate California's 150th birthday. San Diego sponsored a "Festival of Sail" as part of the event, and was the last stop for this wonderful array. We

WWII ship, he did manage to send off one of his bottled ships to raffled off as a fund raiser. I think the last one he sent brought in about \$300.00.

Bert Paino, one of our Australian members, sent along the photo of the bottled bowsaw which he purchased in Sweden. It is a very nice job and was constructed by a Finn named, Hekki Hietamaki.



Hans de Haan, another of our Dutch members, sent along this picture of the Cutty Sark in a half-liter bottle. Quite a beautiful job. Remember, Hans collects photos of bottled ships, so if you have any to spare please send them along. His address: Grauwe Gans 34. 4617 KE, Bergen op Zoom, Holland.

I'll bet you guys did not know that bottled art has finally arrived the Whitney Museum of American Art. Their current show, "The American Century: Art and Culture 1950-2000" features a man in a bottle entitled "Puzzle Bottle (1995). (The bad scan alongside was taken from the paper.) This art work was produced by Charles Ray and proclaimed to be a "wonderful piece" by reviewer Francine Prose in the Wall Street Journal, September 28th, 1999, Page A24. So get busy all you people bottlers - and heck, bottlers of every description. Maybe you too can be in a museum retrospective show.



I received a nice brochure from a company called **COPPERFIELDS** which makes mahogany and oak display cases for ship models. While ship-bottlers probably have less need for these than other modelers, some of you might want the information. Call their toll free number at 800/311 4946 and ask for their catalog. They also have a web site where you can see their displays. www.copperfieldsco.com. If you order from them, mention our association and they will send us a check for 10% of the order. In turn, I will send the money to you if I know who is responsible.


Don Hubbard



Maine Lobster Boat

watched the parade from the top of Point Loma, a promontory that juts out into the ocean about two miles and forms the west side of the Bay. The point is quite elevated, so all of the ships were below us as they sailed in. A thin fog bank offshore added to the show and gave the ships a mysterious appearance as they glided into view. Just as a matter of interest the ships were: the 361' barque **Kaiwo Maru** (Japan); the 249' barque **Gloria** (Columbia); the 263' barque **Guayas** (Equador); the 154' barquentine **Concordia** (Canada); the 191' barquentine **Dewaruci**



Kaiwo Maru

(Indonesia); The Coast Guard Training Ship **Eagle** (New London, CT); and our own 1963 iron-hulled barque, **Star of India**. The remaining vessels were schooners of various sizes, which, had they been alone, would have been major Bay attractions. It was wonderful to see the waterfront packed with ships and a forest of spars and rigging. And if you don't think the viewing places were packed, it took us four hours to return home. Normally the trip takes 30 minutes.

Rich Chorba, Dalton, PA generously sent an additional \$25.00 along with his dues check as a "little donation to the SIBAA." My sincere thanks Rich.

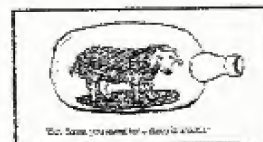
AND long-time member, **Atilvo Capitani, Brooklyn, NY** included an additional \$10.00 to his dues payment to help keep the fires burning. Many extra thanks to you too, Atilvo. The fact is, we are not a well endowed outfit and every small donation helps to make the Bottle Shipwright a little bit better.

Robert Evans, DeSoto, TX is a new "Grand Dad" to twins, Kenneth at 5 lb. 6 oz., and his little sister, Eym at 5 lb. 3 oz. He is currently working on models of the USS Texas and a Navy PBR (patrol boat, river), but he should be working on two mini-SIB for the new kids. What a reminder of Grand Dad they will be thirty years hence.

All you folks in the Los Angeles area! **Lowell Downer** lives in the Marina del Rey neighborhood, and he wonders whether any of you would like to get together with him to build ships-in-bottles. Here is a great way to do some informal socializing while engaging in our fascinating hobby. Give Lowell a call at 310/306 7811 or e-mail him at ak807@lafn.org

Alan Rogerson, Scarborough, Ontario, Canada is another long time member who sends things our way from time to time. The plan alongside was one from his last letter. If interest, he has just completed a gaff-rigged sloop, **Henrietta**, and used some of his wife's hair for the rigging. He now has several young ladies at his work place saving long locks for him. **Tip: short, curly hair does not work.** His present model is the 4 funnel Cunard line, **Aquitannia**. Photos will follow when completed.

Bill Johnson, Langhorne, PA, is the editor of a wonderful wood carving newsletter, **Chips and Quips**, and in the last edition he included the cartoon alongside. I expect that Bill was the illustrator since he has is a good hand at cartooning. Bill's wife is quite ill and we wish her a speedy recovery. Luckily, Bill is still able to work at his ship-bottling, wood carving and editing. Although he was not able to get off to the annual reunion of his



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List compiled for USS Constitution Model Shipwright
Guild of New England.

* Asterisk indicates membership in the Guild

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DEATH BECOMES THE GHOST TWO PART VIDEO

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(THE GLORY) (THE SHAME) 100 minutes total NEW RELEASE, March 1997: Grade-A Productions: Winner, TELLY AWARD, 1997

Winner, TELLY Award, 1997. Executive Producer: Eric Campbell; Associate Producer: Patrick Whiston; Director-Editor: Jason Eisenberg. A Grade-A Production

"Death Becomes The Ghost" Part I "THE GLORY"

Ten US Navy Cruisers were lost to enemy action in WWII. All served courageously, but only one was given the opportunity to die fighting in a classic, close contact surface engagement. After depleting fuel and ammunition in the Java Sea Battle, the Houston and Perth ran into a second Japanese Battle Fleet. Only one option remained... **courage**. As the Houston went down, a sailor urged a Marine gunner to leave his post. The gunner replied "I have one round left and by God, I'm using it!" He was never seen again. Sailors in the water, turned to watch as the ship went down, her superstructure flooded with lights from the enemy ships. "Dutch" Cooper said, "I was proud to see our flag still blowing gently in the breeze as it touched the water and disappeared." About one third of the crew survived the sinking.



"Death Becomes The Ghost" Part II "THE SHAME"

Survivors of USS Houston and HMAS Perth were to pay dearly for the privilege of life. Those that did not die early of wounds or a frenzy of murder, were soon assigned as **slave labor** to build the **cross Burma** railway. This is the railway made famous in the movie "The Bridge On The River Kwai". Joining these men were US Army troops of the 131st field artillery, Texas National Guard, who were captured when Java fell. Thousands of other Allied POW's and hundreds of thousands of natives were all pressed into slave labor for the construction of the railroad. Death and disease were rampant. They were also unfortunate victims of American bombing raids on the railroad. Hell might be a better place. Yet, some survived, and they tell the story here that generations to come will understand the sacrifice. The stories of their return home are most revealing and touch the soul of compassion. The movie ends with a note of optimism for the future. These are indeed special people.

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Ralph's Propaganda Sheets
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The Ship Bottlers



No. 64 1998

To Readers of "THE SHIP BOTTLERS"
 My name is Kaneharu Hata and I am a member of
 The Japanese Ships-in-Bottles Association.
 The pictures of my works are on a Japanese organ
 entitled "THE SHIP BOTTLERS" (Vol. 56 photo
 to II upside, Vol. 61 page 3 downside).
 SIB Associations in foreign countries have homepages
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 We would like to provide the members in Japan your
 information on SIB.
 My E-mail address is :

kharabou@ma4.justnet.ne.jp

Kaneharu Hata

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

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Answers To The Quiz

1. 116 years, from 1337 to 1453. 2. Ecuador. 3. From sheep and horses. 4. November, the Russian calendar was 13 days behind ours. 5. Squirrel fur. 6. The Latin name was Insularia Canaria - Island of the Dogs. 7. Albert. When he came to the throne in 1936 he respected the wish of Queen Victoria that no future king should ever be called Albert. 8. Distinctively crimson. 9. New Zealand. 10. Thirty years, of course. From 1618 to 1648.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.

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Above: Joe Barr display's his work at the Dossin Great Lakes Museum in Detroit, Michigan, 6/26/99. Nice hat Joe .
Below: Jack Youngblut display's his work at the Marine Heritage weekend at the National Marine Park in Tobermory, Ontario, Canada . Nice T-shirt Jack. You gentlemen covered both sides of the boarder, and probably answered the same question at least a thousand times. " How did you get that ship in that bottle??" .
Well done guys and thanks for the input and photos.

